

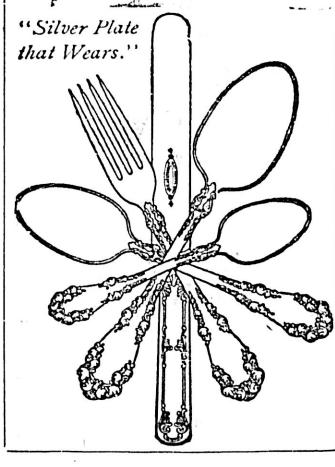
VOL. XCI., NO. 28.

VICTORIA, B.C., FRIDAY, JANUARY 15, 1904.

FORTY-SIXTH YEAR.

## Helpful Silverware

"Silver Plate  
that Wears."



We carry a very full  
line of Silver Plated

## KNIVES, FORKS and SPOONS

THEY have every  
appearance of  
sterling, made in  
artistic and original pat-  
terns at half the cost,  
and we guarantee them  
to give satisfaction.

See them in our  
window.

**Galloner & Mitchell,** JEWELERS AND OPTICIANS,  
47-49 Government Street.

## We Have Been Working

a long time on making this reputation of ours, and we have accomplished a great deal in that time. Every year we add to our accomplishments, and this year we are pushing harder than ever. We are anxious to show you to what extent we have succeeded. We are the ONLY Grocers not in THE combination to raise the price of the necessities of life.

Appetit-Sild (Skin and Boneless Anchovies) Tin ..... 25c.  
Norwegian Anchovies, Keg ..... 50c.  
Olives Stuffed with Anchovies, Bottle ..... 50c.  
Anchovies in Oil, Bottle ..... 50c.  
Pilgrim's Choice Anchovies, Tin ..... 25c.  
Tuna in Morte de Cach, Tin ..... 25c.  
Sardines, Royans a la Bordelaise, Tin ..... 25c.  
Sardines, Finnes a l'huile, Tin ..... 25c.

25c.

50c.

50c.

50c.

25c.



## Czar Addresses The Ambassadors

At State Function Expresses His  
Hopes and Desires For  
Peace.

Heartily in Accorded With Trade  
Expansion of Nations In  
Manchuria.

St. Petersburg, Jan. 14.—"I desire and intend to do all in my power to maintain peace in the Far East." These were the words the Czar spoke to the members of the diplomatic corps at the New Year's reception held in the Winter palace at noon today. The Czar made a round of the great white hall with its beautiful colonnades, in which the representatives of the various countries had assembled. His Majesty chatted freely with everybody and at considerable length with several of the diplomats.

Keen curiosity was exhibited all over when His Majesty approached Mr. Kurio, the Japanese minister to Russia. The conversation between the Czar and the minister was cordial and extended. The Czar emphasized the high value with which he places upon the good relations between Japan and Russia, not only now but in the future, and expressed his hope that a mutually satisfactory settlement of the difficulty between the two countries would be arranged.

Minister Kurio left the reception proudly impressed with the Czar's words.

It had become known here that Count Cassini, the Russian ambassador to the United States, had been instructed to assure the United States minister that Russia would not impede American rights or interests in Manchuria, or object to the Chinese-American treaty.

His Majesty referred to these instructions in a lengthy conversation with United States Ambassador McCormick, and laid much stress on his desire that Russia and the United States should live on the terms of intimate and equal friendship which have existed for many years. He made no confidential disclosure of his real inclination to hinder the development of American commerce.

Ambassador McCormick inquired concerning the Czarina, and was gratified to learn that her recovery was proceeding and that no concern was felt regarding her condition.

The Russian press, generally speaking, is preserving silence regarding the China-American treaty and efforts to elicit an official view prove unsuccessful. The Novoe Vremya, according to the Far Eastern Standard, declares Russia will not accept Japan's challenge till all expedients are exhausted, adding: "If war comes Europe should understand that it will mark the beginning of a great struggle between Christianity and heathenism, the result of which will be felt in all the centres of the earth."

Russia has begun an open polemic against war, declaring war would not afford a solution of the problem, and adding that the continuation of Russia's present policy means the creation of an Eastern strategic frontier requiring the educated public of Russia.

The editorial writer of the Russ advocates the sale to China of the railway from Harbin to Port Arthur. The paper has treated this suggestion with great consideration without hitherto taking a positive stand. The extreme view finds approval among the large majority of the educated public of Russia.

Mr. Kurio, the Japanese minister, informed the Associated Press correspondent that the Japanese copy of Russia's last note had been made to Baron De Togon, the Russian minister at Tokio, and that he (Mr. Kurio) would present Count Lansdorff, the Russian foreign minister, with a duplicate copy. The minister said that the reply ensured the continuation of negotiations concerning the Far East so far as Japan was concerned.

NOTED DUELLIST DEAD.

Celebrated in Cases of Honor Half a Century Ago and Dies of Old Age.

Salt Lake, Jan. 14.—William Heinold, a noted time regarded as one of the most expert swordsmen of France and Germany, died here today of old age. Heinold participated in the German revolution in 1848 with General Franz Sigel and Carl Schwartz. He was banished from his native land and went to France. There he took an active part in the communists, for which a price was placed on his head. Mr. Heinold was 81 years old.

FIRE IN MONTANA.

\$400,000 Blaze at Havre and Martial Law Proclaimed.

Havre, Mont., Jan. 14.—Fire which began last night, and was thought to have been subdued, broke out again today, consuming two business blocks, including the Havre hotel, a large clothing store and a number of smaller and restaurants. A block of twelve dwelling houses was also burned. During the excitement there followed the burning or deserted buildings. Assistance was called from the soldiers at Fort Assiniboin and a company was rushed to the city. Martial law was declared. The estimated loss by fire is \$400,000; with but little insurance. No lives were lost.

WINNIPEG WIRINGS.

(W. Sanford Evans Nominated by the Conservatives for the Commons.

Winnipeg, Jan. 14.—(Special)—The Conservatives of this city held a rousing convention tonight at which W. Sanford Evans was unanimously selected as the Conservative candidate for the Commons at the next general elections. The nomination was made by ex-Mayor Arbutnott and was well received. Mr. Evans accepted the nomination in a lengthy speech. W. S. Evans was nominated by Macdonald Conservatives.

The Winnipeg Commercial, a weekly trade paper, was today purchased by Hugh McLean of the Hugh C. McLean Company, Ltd., Toronto. Mr. McLean takes immediate possession.

Rev. Archdeacon Harding of Brandon, who is leaving for England, was presented by the rural deacons with a gold watch and by parishioners with an address and £100.

Mayor Short of Edmonton, has left for Montreal to consult with brokers on the sale of town's debentures.

TO CURE A COLD IN ONE DAY.  
Take Lactate Bromo Quinine Tablets. All druggists return the money if it fails to cure. E. W. Grove's signature is on each tablet.

MARTELL'S

THREE STAR

BRANDY

OF ALL WINE AND SPIRIT MERCHANTS. 413 M...

DRINKING TENT AND RESTAURANTS AT ALL BARS.

PASTOR RESIGNS.

Montreal, Jan. 14.—Rev. T. W. Winfield, pastor of Melville Presbyterian church, Westmount, whose name figured recently in connection with the strike of the choir of that church because he declined an apology for having charged the choir with eating candy during prayer has resigned because of the continued ill-health of his wife.

EATEN BY WOLVES.

Minnesota Trapper Falls Victim to Hungry Pack.

Bonduji, Minn., Jan. 14.—John Cain, a trapper living six miles north of the village of Little Falls, has been killed by wolves. His body was completely destroyed. His jawbone and a part of his clothing were found near the spot. Cain lived alone and it is supposed he was looking after his traps when set upon by the pack.

NORTHERN NAVIGATION CO.

Prospect of lively time at Annual Meeting in Toronto.

Toronto, Jan. 14.—(Special)—Rumors of mismanagement and dissatisfaction with the conduct of the affairs of the Northern Navigation Company have received confirmation in a circular letter for proxies, issued by Messrs. Osler and Company. The circular says investors plainly show that a change is desirable in the policy and management of the company. On the other hand shareholders have received with the notice of the annual meeting issued by T. Long, secretary, a request for proxies in favor of J. J. Long, president or C. Cameron, vice-president. There promises to be a lively contest at the annual meeting.

## CHICAGO DRIVERS ON STRIKE AGAIN

True Caused By Iroquois Fire  
Terminates But Funerals are  
Not Affected.

Chicago, Jan. 14.—The strike of livery drivers began anew today. After a truce of fifteen days following the Iroquois fire, the drivers, numbering over 1,000, drivers of carriages and horses are said to be out and once more the black undertakers' wagons were put into service in lieu of hearses at funerals, while mourners were obliged to resort again to the street cars in journeying to the cemetery.

Failure of employers and employees to agree on a wage scale was the cause of the resumption of the strike.

To avoid the distressing interference with the burial of the dead, witnessed at the beginning of the strike, a regulation of the strike order was made and before the day was over hearse manned by union drivers were at the disposal of every livery man in the city.

Notwithstanding the exception made by the labor leaders in favors of hearsemen, a funeral requiring forty-five carriages was interrupted at Western avenue and West Forty-eighth street, and the union drivers ordered from their vehicles. The hearse was allowed to proceed, but the people were left to their own resources.

## HERBERT SPENCER LEFT QUEER WILL

Dead Scientist Desired to Be  
Burnt in Coffin With Loose  
Lid.

London, Jan. 14.—Herbert Spencer's will is a curious document. It directs that his body shall be placed in a coffin with a loose lid and easily opened from below, and that the body shall remain buried, all without religious ceremony. All rights and property in his books and investments are given to the trustees with instructions to employ the yearly revenue in resuming and continuing, during such periods as may be needed for fulfilling my express wishes, but not exceeding the lifetime of all descendants of Queen Victoria who shall be living at my decease and of the survivors and survivors of them and relatives and friends. For a period of such survivor the publication of the existing parts of my descriptive zoology and entomology and publication of the fresh parts thereof upon the plan followed in the parts already printed." Afterwards all copyrights and stereotypes, plates, etc., are to be auctioned and the proceeds divided between a number of scientific societies.

The will orders that Herbert Spencer's autograph is to be published in Great Britain and the United States and requests that David Duncan write an biography in one volume of moderate size.

Another interesting clause provides that Charles Holme, son of George Holme, be given Spencer's watch in remembrance of his father having saved Mrs. (Spencer's) life when a boy.

DEADLY SOFT DRINKS.

Three men Killed and Two Despaired of Through Drinking Ginger Ale.

Little Rock, Ark., Jan. 14.—As a result of drinking ginger ale flavored with lemon extract, three men are dead from poisoning at Alexander and two more are not expected to live.

BULGARIAN OUTBREAK.

Salonica, Macedonia, Jan. 14.—A Turkish powder magazine in the Kumanovo district, sixteen miles from Uskub, has been blown up by Bulgarians. Thirty Turkish soldiers were killed. A sharp engagement is reported to have occurred near Demirhissar, forty-five miles from Salonica.

THE IRISH UNIVERSITY.

Question About Settled as Catholic Hierarchy Makes Concessions.

London, Jan. 14.—It is understood that the settlement of the Irish University question is imminent. The Catholic hierarchy has agreed to accept the plan proposed by Lord Dunraven, namely the affiliation of the two new Catholic colleges with the Dublin University. The government is expected to legislate along these lines at the coming session of parliament.

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DRINKING TENT AND RESTAURANTS AT ALL BARS.

## Still Preparing For the Worst

Times Correspondent Emphasizes the Near Approach of Hostilities.

Conflicting Theories Propounded By All the European Capitals.

London, Jan. 15.—The Times' Tokio correspondent says that notwithstanding the discussions or negotiations, the war which Japan is now taking suggests that a peaceful issue of the situation is not expected. The correspondent says it is believed that an imperial ordinance appointing consuls at Magden and Tatung Kai will shortly be issued.

The Shanghai correspondent of the Daily Mail reports the gradual and extensive movement of Chinese troops toward Shanghai Kwan, in Chi Li province, probably with the view of securing the harbor of Ching Ma and the coal mines thereabouts against Russian seizure.

The Daily Telegraph's Tokio correspondent says that the Japanese government, as a part of its programme of naval extension, has placed a contract in England for a 16,000-ton battleship.

Paris, Jan. 4.—Prince Louis Napoleon has informed a friend that he expects to be called to Russia immediately, adding that war is expected by all. "In case of mobilization," said the Prince, "my command would be to start my regiment, a whole of the Russian army is ready. The army does not desire war, but considers that it is inevitable. It is due to the Czar alone that hostilities have not already broken out."

Prince Louis Napoleon is a major-general in the Russian military service, and commands the cavalry division of the Caucasus at Tiflis.

London, Jan. 14.—The Seoul correspondent of the Daily Mail says that the native press is advocating the slaughter of all foreigners.

United States Minister Allen has ordered all American women and children to remain indoors, and he predicts that rioting by the military is imminent.

M. Colon De Planey, the French minister, has plainly advised the Emperor to take refuge in the French legation.

Washington, Jan. 14.—Mr. Takiura, the Japanese minister to the United States, today called on Secretary of State Hay and informed him that the Japanese reply to the last American note had been returned this morning. The reply amounts to a denial of all the important Russian propositions and Japanese counter-propositions, it is said, are of a nature that almost certainly make them unacceptable to Russia. Therefore, a most pessimistic view of the future is taken at Tokio.

Advice of the American of the state department from Paris, St. Petersburg and Berlin are of a pacific character.

Ambassador Porter at Paris envisions that pressure will be brought to bear on the world-beatiters, and particularly on Japan, by at least two neutral powers, to avert open hostilities. The Czar also wants to prevent peace.

The official opinion is that Japan will not yield to any such pressure.

The Japanese minister has supplied the American state department with an abstract of the last Japanese note. Count Cassini, the Russian ambassador to the United States, on his part, has acquiesced in the state department's view that the nature of the Russian note is such that the American state department is fully informed. But both the communiques have been made in confidence, the officials do not feel they should make them public in whole or in part. It is stated, however, that there has been no substantial change in the Japanese proposition nor the Russian counter-proposition, since they were lucidly set out by the Associated Press in its semi-official despatch from Pekin last week.

Pekin, Jan. 14.—The expectation of war is greatly increased in diplomatic circles here. The German minister now regards war as probable, although not despairing of an attempt at the eleventh hour. One legation has received a despatch from Tokio saying that Foreign Minister Komura, January 11th, represented to the diplomats that he expected peace to be maintained by junior vice-president of the Foreign Office as the result of an audience with the Dowager Empress. They discussed foreign affairs and particularly the prospect of war. The Dowager Empress asked Wu Ting Fang's views on China's attitude. The appointment will please most of the legations, as it enables them to deal with a diplomat trained in foreign methods, speaking English and about to grasp the questions presented to him. Wu Ting Fang, who has held an exceedingly gloomy view of the government weakness since his return to Pekin, now has a position in which he can exert influence for reform, and enough rank and fame generally to warrant his place in the Chinese foreign councils.

Suez, Egypt, Jan. 14.—The Russian armed cruiser Dmitri Donetski has arrived at Suez and is coaling. The Japanese armored cruiser Kasagi left Port Said for Suez this morning, and was shortly afterwards followed by her sister ship, the Niushio. At about the same time the Russian battleship Oshlanya arrived at Port Said.

Port Said, Jan. 14.—The new Japanese cruiser Kasagi, which arrived at Port Said yesterday from Genoa, left for Suez. The Japanese armored cruiser Kasagi, which sailed from Genoa with the Niushio, has just arrived here. It is stated by the officers of the Niushio that the representations of an attempt to destroy their ship at Genoa are entirely false.

NOMINATIONS IN ALGOA.

Gore Bay, Ont., Jan. 14.—Algoa Conservatives yesterday nominated B. H. Turner as a candidate for the House of Commons next general elections.

THE EASTERN DOMINION.

Toronto, Jan. 14.—The News says Laborers actively connected with the campaign organization in Toronto have been told to prepare for a general election in May. Sir William Mulock, president Toronto Reform Association, said prior to his departure for Mexico, he is understood to have informed inside party workers.

According to local information there will be no session of parliament until June, by which time the elections will be over.

Wholesale druggists and manufacturers of patent medicines have reached a satisfactory agreement regarding the discounts and the threatened boycott on the part of the former will not now take place.

The Ontario legislature was opened this afternoon by His Honor Lieutenant Governor Clark.

The Big Auction Sale of Jewelry and Watches at Stoddart's store, Yates street, commences today.

She—I char the attempt to run a baseball team in the coal region was not a success. What was the trouble?

Ho—All teh women went out on strike.

Cornell, Widow.

If you need a little more money to put through that enterprise of yours, it can be secured at all—through a Business Opportunity Adv.

You need a little more money to put through that enterprise of yours, it can be secured at all—through a Business Opportunity Adv.

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# ARMY AND NAVY CLOTHING STORE

117 Government Street

117 Government Street

117 Government Street

117 Government Street

FIRE SALE

SALE

## FIRE SALE Clothing Department

Lot A. 50 Men's Fine Herring Bone Worsted Suits, Assorted Colors, All Sizes. Regular Price, \$13.50. FIRE SALE PRICE, \$6.45.

Lot B. 47 Men's Extra Heavy Weight Navy Blue Diagonal Serge Suits, Double and Single Breasted, Square Cut. Regular Price, \$15. FIRE SALE PRICE, \$7.50.

Lot C. 33 Men's Clay Worsted Suits, Blue and Black, Satin Lined, Tailor Made. Regular Price, \$22.50. FIRE SALE PRICE, \$10.45.

Lot D. Men's Fancy Worsted and Tweed Suits, Square and Round Cut, worth \$10 to \$12.50. FIRE SALE PRICE, \$5.90.

Remember, the store must be vacated for repairs, so stock must be sold.

## FIRE SALE Shoe Bargains

210 Pair Men's Satin Calf Bals, worth \$4.50. FIRE SALE PRICE, \$2.40.

304 Pair Men's Buff Bals, Screwed Bottom, worth \$2. FIRE SALE PRICE, \$1.25.

198 Pair Men's Flesh Calf Bals, worth \$3. FIRE SALE PRICE, \$1.90.

200 Pair Men's Working Boots, FIRE SALE PRICE, 90 CTS. A PAIR.

506 Pair Men's Odd Lines, worth from \$3 to \$5.50 a pair, all going at FIRE SALE PRICE, \$2.15 A PAIR.

400 Pair Boys' Flesh Calf Bals, Standard Screw Bottoms, Sizes 1 to 5, worth \$1.75. FIRE SALE PRICE, \$1 A PAIR.

200 Pair Youths', same style, 11 to 13, FIRE SALE PRICE, 90 CTS. A PAIR.

## FIRE SALE Overcoat Bargains

Lot A. Men's Blue Beaver Coats, Nice Quality, Velvet Collar, worth \$10. FIRE SALE PRICE, \$4.25.

Lot B. Men's Fine Quality English Beaver, Blue and Oxford Grey, Velvet Collar, worth \$18. FIRE SALE PRICE, \$8.85.

Lot C. Men's Fawn Colored English Whipeard Overcoats, Plaid Back Linings, specially well made, worth \$25. FIRE SALE PRICE, \$11.95.

Men's Pea Jackets, 10 only, Dark Blue and Oxford Grey, well lined with Flannel and Italian Cloth, worth \$6.50. FIRE SALE PRICE, \$2.90.

You will never get such a chance again.

## FIRE SALE Hats and Caps Department

Men's Stetson Hats, worth \$5 to \$6, FIRE SALE PRICE, \$3.

Men's Stylish Fedoras and Derby's, worth \$3.50. Cut in half, \$1.75.

All of the \$2.50 Hats at \$1.25 each while they last.

An odd lot of Stiff Hats at 50 cents each.

Boys' Navy Twilled Flannel Caps, 5 cents.

Men's Navy and Tweed Caps at 15 cents.

Boys' Navy Serge Caps at 15 cents.

Boys' Round Tweed Caps, 5 cents.

Boys' \$1.50 Hats at 50 cents each.

## SWEATERS

Men's All Wool, Navy Fancy Knit Jerseys, worth \$2.50. FIRE SALE PRICE, \$1.50.

Men's \$2 Sweaters, \$1.

Men's \$1 Sweaters, 50 cents.

Men's \$1.50 Sweaters, 75 cents.

A big sample line of Fancy Sweaters at half prices.

## HANDKERCHIEFS

Men's White Cambric, 40 ets. a dozen. Bargains in Silk and Fancy Handkerchiefs

## SOCKS

Men's Heavy Wool Socks, 3 PAIR 25 CENTS.

Men's All Wool 25 Cent Socks, 3 PAIR 25 CENTS.

Men's Natural Wool Socks, 2 PAIR 25 CENTS.

Men's Black Cashmere Socks, were 35 cents, NOW 20 CENTS.

## BEDSPREADS

There are a few odds and ends in this department only slightly soiled at bargain prices. Red Mixed, Solid White and Novelty Colorings, Fringed.

## SUSPENDERS

1,000 Pair at HALF PRICE.

75 Cent Braces 35 Cents.

50 Cent Braces, 25 Cents.

25 Cent Braces, 12½ Cents.

Extra Hands For The Crowd.

## NECKTIES

2,000 To Be Slaughtered.

Men's and Boys' Bow Clips, worth 25c. NOW AT 12½ CTS. EACH.

The 75 Cent Flowering Ends, Tecks and Four-in-Hands at 35 CENTS.

The 50 Cent Ties at 20 CENTS.

White Lawn Bows, 5 CENTS.

## MACKINTOSHES

50 Men's Waterproof Coats, Velvet Collar, Double Texture, Plaid Lining, regular \$3.50. FIRE SALE PRICE, \$1.75.

25 Silk Finished, Extra Quality Raglanshape Mackintoshes, Velvet Collars,

regular \$12.50. FIRE SALE PRICE, \$6.25.

BOYS' MACKINTOSHES, \$1.50

Men's Beaver Mackintoshes, Dark Blue, with Velvet Collars, Double Texture, Plaid Lining, regular value, \$10. FIRE SALE PRICE, \$3.90.

50 Dozen Black Wool Socks, 12½ CENTS A PAIR.

## BLANKETS

500 Pair at BARGAIN PRICES.

5-Pound, All Wool Scarlet Blankets, all perfect, worth from \$5.75 to \$4.

FIRE SALE PRICE, \$3.

5-Pound, Grey Wool, Blankets, regular value, \$3.50.

FIRE SALE PRICE, \$2 A PAIR.

5-Pound, Dark Grey Blankets, worth \$2.50 a pair.

FIRE SALE PRICE, \$1.25.

## UMBRELLAS

Were wet but not hurt. Most all new, at big bargains.

The Prices on This Stock Have Been Marked Down to Move the Goods Out in a Hurry at

## THE BIG FIRE SALE

Remember We Must Vacate for at Least Three Weeks in Order to Give the Landlord an Opportunity to Make Necessary Repairs

## Army & Navy Clothing Store

117 Government Street

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**The Colonist.**

FRIDAY, JANUARY 15, 1904.

PUBLISHED BY

**The Colonist Printing & Publishing Company, Limited Liability.**  
No. 27 Broad Street, Victoria, B. C.  
A. G. SARGISON, Managing Director.

**\$25.00 REWARD.**

The above will be paid for information that will lead to the conviction of any one stealing "The Colonist" from a subscriber's door. Subscribers missing their paper, or where paper is not delivered on time, are requested to notify the business office. In case of non-delivery a second copy will be delivered free of charge.

**YESTERDAY'S ELECTIONS.**

We think the citizens of Victoria are to be congratulated on the result of yesterday's municipal elections. While the defeated candidates doubtless included in their numbers men who would have been able to render good service to the city had they been elected, there is no question that the successful candidates, both for the Council and the School Board, are such as will conduct civic affairs with credit to themselves and with benefit to the community. The

splendid majority that Mr. Barnard obtained in the contest for the Mayoralty, must be a source of great satisfaction to him as marking the recognition by his fellow citizens of the manner in which he has acted as a member of the Council, and indicating their confidence in the course he will pursue as the City's Chief Magistrate. The situation today is such as to open a wide field for the display of progressive and energetic policy in municipal affairs, and the men who will compose the Council for the ensuing twelve months can be relied on to co-operate heartily and earnestly with the Mayor in every thing designed to advance the City's interests.

Those who are interested in the City's educational system (and that should include every intelligent and loyal citizen) will certainly be satisfied with the choice by the electors of members of the School Board. The re-election of Mrs. Jenkins and Mr. Boggs ensures a continuity in educational methods very important in the interests of the schools. Altogether the results of the election will give general satisfaction and we think it is not taking too optimistic a view of the situation to predict that the material progress made in the last few years is likely to be continued and even accelerated during the next twelve months.

**THE PUGET SOUND SERVICE.**

The announcement that the Canadian Pacific Railway Company has acceded to the request of the Board of Trade, and will place the steamer Princess Beatrice on the service between here and Seattle, will be heard with general satisfaction. The manner in which that company carries out any undertaking on which it enters is so well known that the people of Victoria will realize that the service between here and Puget Sound will be placed on a basis that it has not occupied since the loss of the City of Kingston. In the Princess Beatrice the company has a vessel immediately available that in seaworthiness and the character and style of her accommodation for passengers leaves nothing to be desired for the winter service on this route. Doubtless if the volume of summer travel makes it necessary to put out a vessel with more extensive accommodation for passengers, the company will be equal to the situation and having taken up the business will not permit either money or energy to be lacking in developing it to the utmost possible extent. The company's reputation is so well and so widely known that the announcement that it has placed a vessel on the Victoria and Seattle route will produce a most salutary effect on the mind of the traveling public which can scarcely fail to have been disturbed by the appalling accident of last week. The effect of that incident might have been injuriously felt for a long time in a diminution of the traffic in the ordinary course of things and the appearance of the Canadian Pacific Company on the scene and its occupation of the route is calculated to have a most beneficial effect on the volume and character of the traffic.

**A CANADIAN EAST ATLANTIC SERVICE.**

Although far from being conceived on the ambitious scale which Canadians for several years past have been dreaming of as necessary for the maintenance of the Dominion's position in trans-Atlantic traffic, we are at length promised an improvement in the steamship service between Canadian and British ports. Apparently any idea of entering into effective competition with the steamers running to New York for the first-class passenger business has been abandoned and the Dominion Government has decided to rest content with such an improvement in the present Canadian service as will maintain it on something like the basis that the advance in marine architecture and engineering has made imperative if the steamship line on the Canadian route was not to fall comparatively behind its rivals from other ports. A seventeen knot service at the present day can only be regarded as the equivalent of what a fourteen knot service was fifteen years ago, and in the minds of trans-Atlantic travelers will be considered as not to be mentioned in the same breath as the twenty-two to twenty-three knotters that now figure in the fleets of the great British and German companies. Still the improvement now announced as to take place in the Canadian service will be welcomed by Canadians who desire to patronize the national lines, if by so doing they do not have to make too great a sacrifice in respect to the accommodation provided and the time required on the passage.

In one respect the contract into which the Government has entered for the performance of the mail service will meet with very general approval, and that is in the fact that the pioneer Canadian

steamship firm has secured it. Through all the negotiations during the past eight or nine years in which the establishment of a faster and better Atlantic service has engaged the attention of successive Dominion governments, there has been a very general desire expressed that the Allan Company should be the firm undertaking the service. At one time this appeared improbable, as Messrs. Allan took a very conservative view of the matter and expressed the opinion that a service designed to actually compete with the American lines in speed and passenger accommodation could not be maintained as a commercial proposition unless with a subsidy larger than Parliament was likely to grant. The apparent failure of the various negotiations that have been had with shipbuilders and steamship owners seems to show the correctness of the view taken by Messrs. Allan. The subsidy is on a very modest scale as compared with what was suggested for the more ambitious proposal and from the details given in the despatch does not seem to be likely to exceed \$100,000 per annum, it being regulated by the number of round voyages performed and not based on a specific annual payment. It is apparently regarded as only a temporary arrangement, since it is stated that beginning with the opening of navigation this spring, the contract will be terminated in August, 1906.

The Canadian port is to be Quebec in summer and St. John in winter and the seventeen knot boats are to make the distance between Mobile and Rimouski in six days and between the former port and Halifax in six and one-half days, the slower vessels in the service being allowed seven days for the summer and seven and one-half for the winter service. Moderate as is the acceleration of speed under this arrangement, the shorter distance over the Canadian route as compared with that to reach New York, will, of course, contribute to assist the popularity of the Canadian route with our own people, and it is to be hoped that the result of the new service will be satisfactory to the firm carrying it on that before the termination of the contract it will see its way to put on vessels of greater speed, so that the Canadian route may not fall hopelessly behind the more southerly routes with their geyhounds steadily increasing the speed under which they make their passages.

**LETTERS TO THE EDITOR.****INFORMATION WANTED.**

Sir.—With regard to the dreadful Clallam disaster. Do you not think it is high time that the opinion of our "Inspector of Hospitals" be elicited? I would like to speak this morning to Mr. Culister, let us hear from you on the subject.

**ANXIOUS INQUIRER.****ERRATUM.**

Sir.—I beg to call your attention to an error in the second paragraph of my letter in your issue of this morning re Clallam disaster.

It is probably owing to my bad writing, or it might possibly be the typesetter's mistake, which makes me say that "it would be unreasonable to expect the owners of private tugs to keep their craft idle in case they might be needed for any urgent rescue, not 'reserve' work," etc., etc. This may be a small matter, but makes the sense decidedly obscure.

**ONE OF THE PEOPLE.****A NEW SOCIETY.**

Sir.—The Iroquois theatre calamity, preceded by a series of railroad accidents and followed, nearer home, by the fatal break-up of the Clallam floating-coffin, may very conveniently and sympathetically be referred to the dispensations of an all-wise Providence. Perhaps it would not be difficult to say, however, that the report from the question of the Divine scheme of things, the average man would realize the essential difference between the seafaring qualities of the tub or barrel of our local Dogeens, "Bill Nye," and those of a first-class craft like the Princess Victoria. Even without resorting to so extreme a comparison as the above, it may safely be assumed that the theatre would not recover with a serene frame of mind his chances in negotiating a life's escape without a ladder, or an exit fenced in by an iron gate, securely padlocked. Neither would a boat, hastily and carelessly thrown together, in accordance with the most rigid ideas of economy both as regards materials and workmanship, be calculated to enthuse the veriest hand-hubber to have confidence in her safety.

It is one of the greatest paradoxes of this eminently paradoxical age, that, while we have a Society for the Prevention of Cruelty to Animals, and one for the Prevention of Cruelty to Children, we do not seem as yet to have organized a practical Society for the Prevention of Cruelty to Ourselves. The Royal Humane Society does not seem to have any organization, save other societies in their respective spheres of duty, are doing splendid service, but it would appear that a great deal yet remains to be done, which can only be performed by an Altruistic Society claiming membership from every class of the community, whether rich or poor, educated or illiterate, etc., etc. The aim of this society, the strict enforcement of the law, wherever it concerns the safety and well-being of the public, more particularly with regard to the protection of human life; and the society would use the joint influence of its members to promote this object, as well as to bring about the necessary legislation on matters of this character to which the legislature extends its laws to apply.

To the need of a Society for the Protection of Human Life, take, as an example, the mining industry. There is a mine on this Coast not in B. C. I am unable to state which has the inenviable reputation of averaging one death per day. The society world here step in (quite apart from any trade union responsibilities), and endeavor to alleviate the household state of affairs, which would ascertain with fear or favor, how far this loss of life was inevitable, and who, if any, were the culpable parties, and in what manner the law does, or should, deal with them. It would be within the society's rights to insist—not in a local, but in an international sense—upon the requisite care being taken both with regard to the conduct of the management, and the choice of the men at whose mercy were placed the lives of their fellow-workmen; and this institution would extend to the question of the quality of machinery, tackle, or working gear in any way calculated to menace the safety of the miners.

The foregoing principle would necessarily be of universal application. As a further illustration, take the shipping business of this country. Some little time ago, I am credibly informed, a unknown steamer, a foreigner, but, luckily for the public, she managed to get piled upon a rocky ledge before anything more serious could happen to her. Of course, no one in the service dared to make this fact known at the time, as it would affect the value of the vessel.

A man to whom I proposed "S. P. H. L." would have continued to the equipping of this vessel with the same indifference, if only the life of a common sailor had previously been jeopardized by the leakage. Similarly the stray, but not loath, interrogatories as to the seaworthiness of the old Clallam (just as he regard to her sister ship the Majestic) would be an answer with the most overt trustworthiness, and the uninitiated would learn something as to why the Majestic, green, unseasoned plankings had been used in the reconstruction of the Clallam or not—whether she had been riddled fifteen or more feet—whether she was a worthy or not. It may be answered: "There are inspectors already appointed to see to this." Yes, we quite realize

that fact, and—to digress for a moment—we know that in the matter of the Iroquois theatre, after the inspectors had done their work and found everything "perfectly satisfactory," a frenzied public went to work and found everything "perfectly satisfactory" in fact, over three hundred public halls and places of amusement were truly ascertained to comply in scarcely any respect with the requirements of the law in Chicago. So much for the inspectors, whether they live in Chicago or on Puget Sound. When we used to read at school that "a small leak will sink a great ship" it is not often occur to us that in our mature years this "infantile wisdom" would be used to fortify the incredible "deadlight" theory of the Clallam disaster. Most of us, however, have an idea what dead-lights are, and can occasionally do a little thinking for ourselves, without the aid of experts, when it appears that the party testifying failed to do the trick. On the cause of the proposed "S. P. H. L." would perhaps relieve public anxiety, and could, I believe, utilize for the benefit of mankind, observations and suggestions of worldwide membership, with local duties and responsibilities, but with international influence—seeing that it is believed that the broad humanitarian principles for the protection of life in the times of peace, and the possible mitigation of human suffering in times of war; being, within the scope of a purely non-sectarian and non-political character.

Turning once more to its practical side, the frequency of "head-on" collisions on the American railroads would seem to indicate the tremendous necessity for the adoption of the English "block-system," or some similar system of locomotion than at present in view here; also the necessity for railroad affairs, and everything which directly affects the public safety, to be conducted more generally by experienced and careful men. Needless to say, this impinges upon the operation of street railways as well, and the importance of this is accentuated by them of an improved fender device (somewhat similar in effectiveness to the one invented by a late employee of the Victoria street railway, and now, I believe, in use in some of the large Eastern cities), instead of promulgating the present fashionable system of killing and maiming passengers placed in the cheapest car-fender is a trifle more expensive than human life; but it would be the handiwork of the proposed "S. P. H. L." to raise the price of the latter; and it would be the especial aim of the society while endeavoring to safeguard the public welfare to the utmost of its power and influence to assist its members in getting the best possible price for the fare, and to prevent injuries or loss of relatives, and to have the law amended wherever it is found inadequate to deal with matters of so momentous importance as the safeguarding of human life.

Finally, it would be within the province of the society to encourage the invention and adoption of life-saving devices, and to promote the prevention and cure of disease, especially that terrible bility, consumption. In regard to which Dr. Fagan has the interests of this community so justly at heart.

This is a suggestion, and the writer would be pleased to discuss it with one or more public-spirited individuals who might constitute the nucleus of the much-needed Society for the Protection of Human Life.

HENRY MORSE, an Englishman who has

given much attention to the subject of cancer, recently called attention to the pernicious influence of the clay pipe and the decayed tooth in causing cancerous growths.

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knowledge that she was in imminent peril came when Capt. Roberts, just before his vessel took her final plunge, signaled the Holyoke to cut the towline and stay by to pick up the unfortunate to be hurled upon the face of the deep.

Some steamboat men are disposed to withhold criticism of the captain pending the enquiry, but others speak of his errors of judgment with critical terms. "We can all see the mistakes now—that is what we think were mistakes of judgment; one captain of forty years' experience," said a commander observer yesterday. "As a matter of precaution in along conservative lines of action, it seems to me that Capt. Roberts, when the Holyoke found him, should have first called the tug alongside and put his passengers aboard. Enough lives would have been endangered with the crew. It was thought that there was sufficient danger several hours previous to warrant sending off the women and children in the lifeboats. Why, then, should not the remaining Clallam passengers have been placed on the Holyoke?" Capt. Hall would then be requested to do so. Then, too, Capt. Hall says he was not informed that the vessel was in danger of sinking. He was surprised to find that he had been towing a vessel on the very verge of foundering.

"Very things have occurred to me, though I do not mean to harshly criticize Capt. Roberts, for under the same conditions I might have done as he did." Certainly the loss of the Clallam furnishes lessons for seafaring men. They will think over the terrible disaster and the circumstances surrounding it a long time."

## TO SAVE PROPERTY.

Captain Anxious to Save the Vessel of His Company

There is a disposition on the part of some of the survivors of the steamer Clallam to believe that Captain Roberts is not to be blamed in the hope of saving the leaking property of his company. John Davis, of Nanaimo, says he was one of a number of passengers who remonstrated with Captain Roberts about keeping the passengers on board the Clallam when the Holyoke came to her assistance, and objected to the steamer being taken to Port Townsend. When the passengers waited on the captain and asked why he did not signal the Holyoke to come and take them off, Capt. Roberts replied:

"I am running this part of it. When I see we are in danger I will signal the tugboat to come back."

After that the steamer was adrift but twenty minutes.

"You think we are all right?" queried Mr. Davis.

"Sure," said the captain. "We can get to Port Townsend all right. The steamer is good for two hours."

"Why didn't you run the steamer ashore somewhere?" asked Davis.

"I am running this part of it," replied the captain. "They can take us where they like."

"Well, you could have signalled the steamer to come alongside and given instructions then," said Davis.

"I want to save the steamer," replied Capt. Roberts. "That's what I'm looking after now."

Mr. Davis said he thinks Captain Roberts was too anxious to save the steamer, which he launched at the third boat when the launching was taking place about 3:30 p.m. on Friday. While an oiler was hunting for ours, this boat, which contained twenty, including two women, with no one in charge, was capsized alongside the vessel. The oiler grabbed a window wiring and Davis grasped his leg. Both were hauled on board. Another man who grasped a rope was obliged to lose his hold and was drowned. Davis says he believes the passengers were kept on board the Clallam instead of being placed on the tugs to allow of their assisting in bailing the wreck.

## WAS POOR JUDGMENT.

What One Survivor Says of the Launching of Boats.

Hale Barney, one of the survivors, said: "No one can make me believe that Capt. Roberts used good judgment, either in sending the women and children away in the boats, when the seas were rolling mountain high, or after the tug Holyoke picked us up. After we saw the big swells, and the women and children struggling in the water, there were mutterings on deck among the passengers. We knew the officers were armed, or we might have made some trouble for Capt. Roberts."

The captain asked me to get in and row the second boat that was launched, and I refused. I had seen the first boat spill its load and was convinced that there was no chance of safety that way. When the people were being put into the third boat, Capt. Roberts stood at one end, and another officer at the other, to cut her loose. The other man did his end, but Capt. Roberts did not get his free, with the result that the boat stood on end and the people were spilled into the sea before they ever had a chance to save themselves. Guy Daniels, and Prince, the performers, both friends of mine, were in this boat. I begged them not to get in, but they listened to the officers, who urged everybody to leave the sinking ship.

"When the Holyoke came up to us, I heard some one on the tug sing out: 'Do you want us to take you to the nearest port?'

"Capt. Roberts replied: 'No; take us to Port Townsend; we still have about eight hours to live.'

"It made me cry to see the women and children struggling in the water. A large woman came floating back to the wreck after the boat capsized and she was trying to hold out of the water a little girl. Jack, who had tied a rope around me and tied my hands to the rope also, so I could hang on, and I dropped over the stern to try and save the little girl. My hand was within a few inches of the girl's head when a giant wave washed her out of my reach and I saw her no more."

"The woman grabbed me by the leg, and nearly pulled me down. Then she appeared to faint when she discovered that the child was gone, and floated away in her bark. A man who had been spilt out of one of the boats was washed back to the wreck and he caught a line that was thrown him. A woman grabbed him, trying to pull herself to safety over him. He kicked her in the face, smashing her nose and mouth, and she sank from sight. A big roller struck him a moment later, and he was sent skimming far away from the wreck. He did not come into view again."

"I was in the water about an hour before I was picked up, and had reached that stage when I did not care what became of me. The men on the raft saw me floating, and R. Case grabbed me by the hair and pulled me on the raft. I was about all in, I can tell you. The fellows on the raft told me afterwards that I grabbed Capt. Roberts and said I would not leave the raft until I did. If I did anything like that I don't remember it. I was about half crazy, I guess, and the sight of these women and children going down to make anyone crazy."

## HE DIED FIGHTING.

Capt. Livingston Thompson Leads a Brigade of Bathers to the End.

Captain Livingston Thompson, the well-known land surveyor, who lost his life in the Clallam disaster, died fighting to help to save the ill-fated steamer. He led a brigade of bathers, and worked like a trojan. When Capt. Roberts believed that the end had come, and called the bathers up just before the steamer careened over and lay with her smokestack in the water and her masts awash, Capt. Thompson, with his bathers, kept up the spirit of those who faced death all possible for others to the end. When Capt. Roberts called the bath-

ers from below, Capt. Thompson said, "Let's give her another round for luck, but none stayed. He joined the others who clambered up to the rail, and over on to the side of the overrunning steamer. Lester David, who is in this city, says Capt. Thompson clambered over on to the steamer's side at the same time as he did. He believes that Captain Thompson slid down and struck the guard, being precipitated into the sea, and he was not rescued as some of the others were, including David, by the lifeboat.

David said that before sending off the boats with the women and children Capt. Roberts called a council of the crew and the decision was reached then, he says Capt. Roberts did not believe that the steamer would last an hour at that time, but when, after hours of bailing, she still floated, they believed that she would last, after all, until the tugs took her to port.

Mr. David says that the night was not a dense dark one, but although the wind blew heavy and the night was stormy, the moon shone brightly overhead. This was fortunate, for had it been otherwise the rescuers would have been unable to see anyone of those who had gone over after they had been floating for an hour, as Mr. David was. He says that the water did not seem cold, as might have been expected, and when he felt that he was safely borne by the lifepreserver, he felt that he would be able to reach shore, although he heard the captain of a tugboat, which he could not hear his cries for aid, say that Smith's Island was twelve miles away. He heard this as he floated in the sea. The waves

## THEY WERE SAVED.

Two Were Reported Lost Are Among the Survivors.

The names of William H. Grimes and Edward Lennon, reported as Clallam victims, should appear in the list of survivors. Grimes and Lennon were passengers, but they escaped with their lives.

Grimes was among the last to leave the Clallam. In fact, he carried his cabin steward just before the vessel sank. He managed to climb aboard the pilot house, which washed off and floated as the hull went down. How he got on the house he does not know. He found himself there in company with Thomas Sullins, Lennon and four others, including the Chinese cook of the Clallam. After being on the pilot house which was awash, for nearly an hour, he and his companions were rescued by the tug Holyoke.

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further over than she had yet been thrown, and the starboard anchor broke loose and fell across the other anchor.

"It was then that I made up my mind that any further effort to save the steamer would be useless, so I climbed across the deck to the starboard rail, which was broken, and clung desperately to it like a pack of ties. Watching the chances between the dash of the waves, I passed many of the tugs along there, made my way to the hurricane deck, climbed the fire escape ladder to the smokestack, and from there jumped clear of the steamer, and managed to make my way to the life raft, which was already afloat. "In all there were some twelve people saved on the life raft, including Capt. Roberts. From the raft we were picked up by the tug Sea Lion."

MET WITH ACCIDENT.

Miss Galletly Injured by Striking the Clallam's Rail.

Steward Watson, of the lost Clallam, tells a pathetic incident that befell Miss Galletly, of Victoria, just before she left the Clallam in the first of the three lifeboats, which would have disengaged her for life if it did not result in her death, even had the boats lived through the storm.

When word came that the women were to take to the lifeboat to secure safety, went to her stateroom to secure some personal effects. She got them, but as she reached the deck again the vessel gave a heavy lurch and jolted the young woman against the rail, crushing in the left side of her face.

"Lester Larson we found on a ladder. He was unconscious when we got him aboard, and I thought he was done for. He could not stand and his eyes were closed. We carried him into a hot room and gave him hot coffee and whiskey. He appeared to revive, but when he regained consciousness apparently suffered great pain.

"Larson's case was not very unlike that of the rest. Purser Freer, for instance, who had a bad case. We did everything we could, gave them our clothes and everything else that they wanted that we had."

"All of those taken aboard appeared utterly helpless, as least as to the use of their legs. Their long struggle with the ice cold water had told on them."

"I do not know just how many we rescued. Our steward counted twenty-four, but when we took an inventory of the life preservers taken from the rescued men there were twenty-eight of them, besides one life-boat."

SAVED A BLANKET.

Chinese Cook Only One Who Took Anything Away.

"So far as could be learned the only survivor of the wreck to save anything was when the set-up went down was when the set-up went down was when the Chinaman, one of the Chinese servants employed in the steward's department. When it became apparent that the vessel could not withstand the heavy seas which were battering her to pieces, Wing hid himself in the bunk where he secured a light white woolen blanket, which he rolled up in a tight roll, tied with a cloth string, and thrust it inside of his coat.

"He then made his way with much difficulty to the deck of the vessel, where he clung desperately to the starboard rail while the angry waves swept the vessel from stem to stern, tearing away every article of clothing on board. Being swept from the rail he clutched in his desperation at the nearest object which promised him any hope of salvation, and seized upon an icebox, with which he was swept overboard. The chance proved to be a lucky one, as the icebox bore him up while the passengers and crew were struggling in the swamping lifeboats. After the steamer was broken to pieces he was picked up by one of the tugs.

Through it all he clung to his man, and upon his arrival he exhibited it with much pride to the other members of the crew, who escaped with nothing but the clothes on their backs.

LOST BRIDE-ELECT.

Ed. Lannan Intended to Marry Mrs. Reynolds on Arrival Here.

Ed. Lannan, who gave evidence at the coroner's inquest in regard to the identity of Mrs. Reynolds as the particular of the disaster, was having his marriage to Mrs. Reynolds on arrival here on the Clallam. When returning from Seattle to this port on Monday, Mr. Lannan inquired at Port Townsend for the name of the mate of the tug Holyoke. He was told that Ed. Hickman, a former Port Townsend boy, was the man wanted. Lannan feels deeply grieved to think of Hickman as it was he who picked Lannan up, shortly after the Clallam was sinking. Hickman was out in his boat with one of the crew at the time. Lannan said he wanted to see Hickman and express his thanks personally and said he was anxious to give him a momento by which to remember him.

THE HOLYOKE'S CRUISE.

Captain Hall Tells of What His Men Accomplished.

Capt. Robert Hall, the Holyoke's master, gives the first definite account of the location of the Clallam when he picked her up. Her position when the Holyoke came up to her was off San Juan passage, a little way to the eastward of Cattle point light, and about half way from Smith Island to San Juan pass.

"Some criticism has been made by passengers in that the Clallam was not towed to Victoria rather than back towards Port Townsend. By nautical measurement the vessel was nearer to Port Townsend than she was to Victoria.

Capt. Hall says Capt. Roberts, after telling him that he wanted a tow, further informed him that the Clallam was taking water.

"I told Capt. Roberts that I would tow him anywhere he wished to go," Capt. Hall said, "and when he asked if I could tow him to Port Townsend any quicker than Victoria, I replied that I could. I did not intend to go to Victoria. To have gone to Victoria, Townsend had to haul a gale, whereas the Townsend wind favored us; that is, after we had gone a short distance.

"I was not told the Clallam was in any danger of sinking, and the first I knew her to be near sinking was when Capt. Manner delivered Capt. Roberts message to let go. It surprised me.

"The moment we did so we turned our efforts toward aiding in the rescue. We did everything in our power to help the search after the steamer. When he was told off to man the boats to endeavor to save the women and children, he realized the danger of the maneuver and said off he would go and passed it to a shipmate who remained, with the remark: 'Here Dick, give this to my sister when you see her.'

LATE HARVEY SEARS.

The late Harvey Sears was born May 19th, 1877, at Sackville, N. B.

He came to British Columbia in 1899 and served his time in the C. P. N. Co.'s steamers and passed his examination for mate in 1901. He was often engaged in the C. P. R. with Capt. Hickman and other C. P. N. Company's steamers until the company was transferred to the C. P. R. He then secured employment on the White Pass and Yukon river steamers, being in their employ two seasons as an officer, and contracted with them to return next season. When he was told off to man the boats to endeavor to save the women and children, he realized the danger of the maneuver and said off he would go and passed it to a shipmate who remained, with the remark: 'Here Dick, give this to my sister when you see her.'

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Capt. Hall says Capt. Roberts, after telling him that he wanted a tow, further informed him that the Clallam was taking water.

"I told Capt. Roberts that I would tow him anywhere he wished to go," Capt. Hall said, "and when he asked if I could tow him to Port Townsend any quicker than Victoria, I replied that I could. I did not intend to go to Victoria. To have gone to Victoria, Townsend had to haul a gale, whereas the Townsend wind favored us; that is, after we had gone a short distance.

"I was not told the Clallam was in any danger of sinking, and the first I knew her to be near sinking was when Capt. Manner delivered Capt. Roberts message to let go. It surprised me.

"The moment we did so we turned our efforts toward aiding in the rescue. We did everything in our power to help the search after the steamer. When he was told off to man the boats to endeavor to save the women and children, he realized the danger of the maneuver and said off he would go and passed it to a shipmate who remained, with the remark: 'Here Dick, give this to my sister when you see her.'

LARGE ACTION.

The first legal action which comes as a result of the wreck of the Clallam was begun yesterday at Seattle, when the First National Bank secured the appointment of a receiver to care for the interests of the Puget Sound Steel Company, of which Homer H. Swaney, who lost his life in the wreck, was the active head. M. J. Carrigan, who was intimately associated with Swaney in the conduct of the concern's affairs, was named as receiver, and his bond was fixed at \$5,000, which he promptly paid.

The petition for the receiver was made by Lester Turner, president of the First National Bank, to which the company is indebted in the sum of \$23,000. Turner set forth in his application that the company owns blast furnaces, 320 acres of land, several coke ovens and other property situated in Jefferson county, that it is engaged during the past year, to expand and enlarge its operations.

Arrangements had been made by Carrigan, to secure large sums of money with which to further the plans of the company, but many of its plans were not perfected at the time of Swaney's death.

The passengers aboard the Clallam were all excited when it was found the vessel was leaking. They were soon quieted, and I must say behaved remarkably well considering that there were as many women and children aboard as there were men.

"Men were set to work to nail boards over them, but they were nailed on so tight that they were torn off across the middle. The steamer was set forward on deck and was standing against the port rail near the bow. A great wave threw the vessel

SEA LION'S SEARCH.

Captain Manner Tells of the Efforts of His Crew.

Capt. Manner, commander of the Sea Lion, gave a graphic account of the rescue work he said.

"We reached the Holyoke and reached the Clallam about 1 a. m. Saturday morning. Capt. Roberts, of the Clallam, sang out to me to tell the Holyoke to let go the hawser and be quick about it. I did so and Capt. Hall complied. Swinging my boat around, I saw the Clallam sinking. Then we began lowering our own boats.

"People in this time were shouting in the water about us. Their cries for help were heartrending. Men were clinging to wreckage, rafts, and every conceivable thing.

"My crew began throwing out life lines to those in the water. We hauled twelve aboard in this way. Meanwhile our lifeboats were busy.

"It was a bewildering situation. Through the darkness and gloom we could hear the pitiful cries of the drowning from every direction. We would go to one, only to find that the poor fellow had gone down; then make for another. So it went.

"Peter Larson we found on a ladder. He was unconscious when

**OUR SEIDLITZ POWDERS**

Relieve you of that Tired Feeling.  
Take one before Breakfast.

**CYRUS H. BOWES**  
CHEMIST,

98 Government Street,  
'Phones: 425 and 450

near Yates

DON'T COUGH STOP IT

**RAZOR STRAPS**

A new line just opened. Double and Single Straps in Horsehide, Porpoise, Shellfish, Barbers' Canvas, and Roller Traveling Straps, 50c. to \$2.00 each, at

**FOX'S-----78 GOVT. ST.**

**LIFE and ACCIDENT INSURANCE.**

The most liberal policies issued.

**HEISTERMAN & CO.**

Dispensing Chemists, Clarence Block, Cor. Yates and Douglas streets.

**BUSINESS LOCALS.**

Heating Stoves—own make—all sizes, at Clarke & Pearson's, 17 Yates street.

Special—Carpenters' Tools at Cheap side.

FOTOGRAPHS.  
A new display of Pictures is being exhibited at Savannah's entrance, Five Sisters' Block.

Gardening Tools at Cheapside.

Special line of Envelopes, only 50c. per box at Hibbens.

Have you seen  
the latest gun?

**The Browning Automatic**

AT—  
**John Barnsley & Co.,**  
115 GOVERNMENT ST.  
Agents for Spalding Athletic Goods.

**THE B.C. DRUG STORE**  
FOR TEAGUE'S COUGH REMEDY  
cure guaranteed

27 Johnson Street.  
J. TEAGUE, JR.

Boys' and Girls' Annuals at Hibbens'.

**Victoria Transfer Company**

LIMITED.

Best Equipped Hack and Livery Stable in the Province.

All Rubber-Tired Hacks and Finest Livery Turnouts. Baggage, Furniture and Freight handled at reasonable rates and with dispatch.

9, 21, 23, Broughton St., Phone 129.

**ORIENTAL BAR**

Very Choicest of Liquors, Cigars, etc.

Only the best kept.

**JOS. DUBOIS.**

**ROYAL HOTEL**  
AND CAFE

American Plan from \$1.25 per day up.

European Plan from 50c. up.

Excellent accommodation. Special terms by the week.

**Campbell & Collin,**

**TOBACCONISTS**

Information Bureau

Phone 12 Box 108

A. E. BELFRY, Mgr.

**Sacrifice Sale**

of

**MEN'S SUITS AND**

**TRousERS**

Prices reduced in many

instances to

**Less Than**

**HALF**

See Our Windows

**W. & J. WILSON**

Sole Selling Agents,

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**LARGE NAVEL ORANGES**

Rich and Juicy, 25 cents per dozen.

Just the fruit for making marmalade, 15c. per doz.

**MOWAT & WALLACE,**

Leading Grocers.

Cor. Yates and Douglas Sts

**FINANCE AND COMMERCE.**

New York Jan. 14.—The stock market showed a slight decrease in animation for a brief time this morning and made some slight progress to higher level of prices. But trading promptly relapsed into profound neglect and the closing was flat. The prominent stocks in the market still have the appearance of minor stocks, there was no hinting good authority for the revived rumors of a settlement of the Gould-Cassett differences which caused the movement in Pennsylvania, the most notable of the day. The Wabash issues followed with an addition to the rumors that the debenture bonds were to be retired in exchange for a fixed four per cent note.

Report of revised statement caused the market to drop still further. Nashville, Chattanooga and St. Louis continued to sell off on selling by speculators who had brought it in expectations of the resumption of dividends at a higher rate than the present four per cent decided on. The new bond issue planned by the Chicago, Rock Island & Pacific railway conformed closely to previous reports and buyers found no support whatever in the statement to cover their share. Rock Island was in consequence the only stock to hold its strength at the last. There was a moderate demand for United States Steel preferred, based on trade reports of some improvement in the demand for iron and steel. Bonds were dull and irregular. Total sales per value, \$2,450,000. United States bonds were unchanged on call.

30 salesmen on hand to wait on the crowds at the Army &amp; Navy Clothing Store Fire Sale, 117 Government Street.

**RETAIL MARKETS**

In last week's list, the Colonist spoke of the rise of the price of flour by Eastern millers on account of the war scare. Just as soon as present stocks have been advanced in price, however, in Victoria, it will be advanced at least \$1.75 per sack. Corn will also be advanced, the wholesalers yesterday received word of a substantial advance in price. The retailers so far have not decided on a rise in price in either of these commodities, but it may be expected any day. Japanese oranges, though not quoted, are still in the market; the quality is very poor. There are plenty of navel oranges coming in to take their place. Vicksburg, however, is again in the market. The first shipment received was a disappointment owing to the fact that the farmers held the cream a few days longer than was usual, due to not knowing the arrangements. The Salt Spring Island creamery is handling all the cream offered and purchasers are perfectly safe in asking for Victoria creamery. Eggs have gone down to 35c. with plenty coming in.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting as a Licensing Commissioner for the sale of beer, wine, beer and spirituous liquors by retail, upon the premises situate on the north side of Johnson street, in the city of Victoria, and known as the International Hotel, to George Holder. Dated this 13th day of January, 1904.

**Liberal-Conservative Convention**

At Victoria on the First day of February 1904.

The convention of the Liberal-Conservative Union of British Columbia will be held in Victoria, on Monday, the 1st of February, 1904, commencing at 9:30 o'clock a.m. All Liberal-Conservatives will be welcome. The right to vote is confined to delegates chosen by Liberal-Conservative Associations to represent them in the convention. Five delegates for every member of the Provincial Legislature to which each separate constituency may be entitled, such delegates to be elected by the Liberal-Conservative voters of the electoral district or riding. Proxies can only be used by members of the Union.

Business-General, election of officers and such other matters as may be brought forward.

J. R. SEYMOUR,  
Chairman of Executive.ANNUAL CONTRACTS FOR STORES,  
ETC., FOR NAVAL WORKS,  
ESQUIMALT.

Believed Drowned.—Police investigations as to the disappearance of Mrs. H. E. Oldt and her four-year-old daughter from the steamship Queen, en route from Victoria to San Francisco, have brought no light upon the matter. So far as the evidence goes, there is no shadow of doubt that Mrs. Oldt, in a period of despondency, supplemented by domestic trouble, jumped overboard and drowned herself and child. City Detective Lane of Seattle, who is said to have visited Victoria in the interest of Dr. J. Eugene Jordan, who alleged that Mrs. Oldt had left the steamship Queen at that point, found nothing that would lead anyone to believe that the woman is alive.

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GEO. B. HOWARD.

Johnson street office.

A LADY CAN RECOMMEND A very good dressmaker. Daily work at lady's home. Apply 1 Richardson street.

TO LET—Furnished rooms, \$1.00 per week and up. 118 Douglas St.

SITUATIONS WANTED—MALE.

WANTED—By capable man, work on ranch. Good references. Apply 11 Yates street.

TO LET—Furnished room for housekeeping, opposite A. O. U. W. Hall. Apply 11 Yates street.

TO LET—Rooms single, en suite or housekeeping. Burns House.

TO LET—Two comfortably furnished front bedrooms for gentlemen, in private family. Electric light and use of phone. Close to Parliament Buildings. Apply N. Z. Colonial office.

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TO LET—Water front lot and 11 dwelling, modern, handy to car and within 10 minutes of post office; very cheap. Apply B. C. Land &amp; Investment Agency, Ltd., 40 Government street.

RELIABLE MEN WANTED

In every location, individuals taking up houses, large and small, in towns and villages, also distributing small advertising matter. Salary or commission \$10 per month. No experience needed. Write for particulars.

EMPIRE MEDICINE CO., LONDON, ONT.

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TO RENT—Four-roomed cottage, furnished, \$11. A. Williams &amp; Co., 104 Yates street.

TO RENT—Good furnished house, with modern conveniences. Apply 8 Richardson street.

FOR SALE—MISCELLANEOUS.

FOR SALE—One-half interest in a grain, hay and feed store, doing a good business. Apply A. B. C. Colonial office.

TO RENT—Good furnished house, with acreage near Dunsmuir Station, for three months on very moderate terms. Apply B. C. Land &amp; Investment Agency, Ltd., 40 Government street.

EMPLOYMENT BUREAU.

J. Devereux, 1 Richardson Street. Mail and country orders promptly and carefully executed.

LOST AND FOUND.

LOST—January 9th, 1904, fox terrier dog in city, white with black ear. Collar with name Lt. P. H. French, R. E. \$25.00 reward on return to Officers' Mess, Work Point Barracks. P. H. French.

F. G. RICHARDS,  
Ballot for Solomon Weaver, Mortgagee, January 14th, 1904.

Mortgagee's Sale

Under and by virtue of the powers contained in a certain Indenture of Chattel Mortgage, dated the 7th day of November 1903, and duly registered, and made before the said Michael J. O'Brien, Notary Public, of this our 13th day of January, 1904, for the purpose of selling wines, spirits, beer, etc., on the premises known as the "Albion" Saloon, situated on the corner of Commercial Alley and Yates street, in this city. JAMES McMANUS. Dated Victoria, B. C., December 24th, 1903.

WANTED—Male Help.

WANTED—A wardroom messman for H. M. S. Grafton. Must have good testimonials. Apply on board ship between 9 a. m. and noon.

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FOR SALE

The old-established business (General Store) of F. W. Foster Estate of Asteroft, as a going concern. "A snap."

Premises can be leased reasonable. For particulars write

A. J. HOCKEN.  
Ashcroft.

GRAND ROSE BUSHES

FIRST CLASS BULBS  
AND  
HARDY PLANTS.  
—IS—

FLEWIN'S GARDEN

38 S. Park Street.

GEO. COOK & CO.,  
Naval Outfitters, and Contractors.

GENERAL STORE

GENERAL DEALER IN DRY GOODS, BOOTS AND SHOES, GROCERIES, CIGARS, CIGARETTES AND TOBACCO.

TAILORING A SPECIALTY.

MESHNER &amp; PEISER

ART NEEDLEWORK.

65 1/2 Yates Street.

We wish to thank our patrons of the past year and hope they will continue to patronize us in the future. The drawing for the centrepiece will take place on Thursday, 11th of January, 1904.

Lessons given in Artistic Needlework by experts.

STOCK AND GRAIN BROKER

F. W. STEVENSON

Orders executed for Purchase and Sale of New York Stocks and Grain for cash or on margin.

PHONE 362. NO. 21 BROAD ST.

In the Matter of the Will and Estate of Godfrey Kennedy, Deceased.

Tenders will be received addressed to the Executors of this estate up to the 12th day of February, 1904, for the purchase of lot No. 61, Victoria City, with the 5 acres thereon.

The property is situated on the southwest corner of Blanchard and View streets opposite St. Andrew's Cathedral.

The highest or any tender not necessarily accepted.

Dated 12th January, 1904.

S. PERRY MILLS,  
Solicitor for Executors,  
Victoria, B. C.

TENDERS WANTED.

Tenders are requested for repairs to American barque Abby Palmer. Specifications to be seen at the office of E. B. Marvin &amp; Co., Wharf street, to the underlined not later than noon on the 1st day of February.

J. A. JOHNSON,  
Master.

WANTED—MISCELLANEOUS.

WE WOULD LIKE TO GET A copy of The Advertising World into the hands of every person who keeps a library at home. May we have your address?—The Advertising World, Columbus, Ohio.

OKANAGAN DISTRICT—A number of farms, \$5000 onwards. Call for a list.

C. LAND &amp; INVESTMENT AGENCY, LTD., 40 GOVERNMENT STREET.

FORECASTS.

For 24 hours from 5 a. m. (Pacific time)

Friday:

Victoria and Vicinity: Moderate or fresh winds, generally fair and colder.

Lower Mainland: Light or moderate winds, generally fair and colder.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p. m. Observations taken daily at 5 a. m., noon and 5 p. m.

THURSDAY, JAN. 14.

Deg. Deg.

5 a.m....45 Mean....44

Noon....43 Highest....45

5 p.m....42 Lowest....42

The velocity and direction of the wind were as follows:

5 miles south west.

Noon....16 miles south west.

5 p.m....22 miles south west.

Average rate of weather—Partly cloudy.

Sunshine—62 inches 32 minutes.

Barometer at noon—Observed....29.076

Corrected....30.001

NEW WESTMINSTER.

Barometer at 5 p. m.—Corrected....30.01

Bad breath comes from a bad stomach—clear your stomach and sweeten your breath by using

**Abbey's**  
Effervescent  
Salt

At all  
Druggists.  
Price  
25¢ and 60¢

**CORDWOOD and STOVEWOOD**Truck, Dray and General Teaming Done.  
J. E. PAINTER,  
Office, 21 Cormorant Street,  
Residence, 11 Pine street, Victoria West,  
Telephone 422.**EDUCATIONAL**

MRS. BUDDEN—Teacher of the piano; thorough tuition; pupils rapidly advanced. 89 Henry street, close to fountain, Victoria.

J15

SHORTHAND SCHOOL—15 Broad street. Bookkeeping thoroughly taught; also shorthand and typewriting. F. A. Macmill

## MONEY TO LOAN

On Improved Security at Lowest Current Rates.

**PEMBERTON & SON**  
45 FORT STREET

**\$1.25 Per Box,**  
The Sylvester Feed 60.,  
Gloria Mundi, Ben Davis  
and other Variety of Apples.  
87-89 YATES STREET.  
Tel. 413.

## Provincial Legislature

(Continued From Page One)

in declining to pay the arbitrators for the report they had made, because they had gone far beyond the scope of their directions, gone out of their way to make an attack upon the character of a rival architect.

Mr. Macdonald (Rossland) believed that reflections of this kind should not be made upon a professional man without giving him a chance to defend himself. If this government intended to have a full investigation soon he agreed with Mr. McNeven on the point that the government was right in withholding the documents asked for. (Applause.)

Hon. Mr. Green assured Mr. Macdonald that the government were determined to hold this investigation at an early date.

Mr. McNeven said if the government would agree to hold a speedy investigation into the matter he would withdraw his resolution. He had brought forward the resolution largely to help Mr. Rattenbury. Rumors of all kinds were abroad and it was desirable that something should be done at once.

Hon. Mr. Green could not agree to the ultimatum from Mr. McNeven. The report had been submitted to the government some time ago, and if possible the matter would be dealt with and considered before the end of the present session. It was simply a matter of fair play to Mr. Rattenbury. The government were not attempting to defraud or screen Mr. Rattenbury.

Mr. Macdonald (Rossland) asked the government to name a committee of investigation at once.

Hon. Mr. Green said the charges had been submitted to Mr. Rattenbury, but that he had had no chance at the inquiry to meet and refute them.

Mr. McNeven was granted leave to withdraw his motion for the present in view of the government's explanations.

### QUESTIONS.

Mr. Murphy asked the Hon. the Chief Commissioner of Lands and Works the following question:

Is it the intention of the government to provide for the completion of the Chimney Creek bridge and approaches thereto before high water in May or June next?

The Hon. Mr. Green replied as follows:

Mr. Ross asked the Hon. the Minister of Mines the following questions:

1. Has the government any information regarding the recent coal mine disaster at Michel?

2. If so, how many lives were lost?

3. What was the cause?

4. Does the government contemplate taking further immediate steps looking toward increased precautions for safety in coal mines, especially with regard to inspection?

The Hon. Mr. McBride replied as follows:

1. The following information has been received:

Telegram dated January 12th-13th, 1904, from Thos. R. Stockell to the Minister of Mines.

An explosion of fire damp lower No. 3 mine, Michel, Friday afternoon; seven fatalities and one injured; cause of explosion not yet known. McGregor inspected mine Saturday night.

Telegram, dated January 13th, 1904, from Archibald Dick, to Minister of Mines:

"Explosion in No. 3 mine, Michel; seven killed; inquest adjourned to January 18th; going down tomorrow; will wire particulars after examining. Did not know of accident until last night."

2. Answered by answer to No. 1.

3. Answered by answer to No. 1.

4. Yes.

### PUBLIC BILLS.

The following reports of bills from committee were adopted, read a third time and passed:

"An Act to amend the 'Mutual Fire Insurance Companies Act, 1892.' Hon. Minister of Finance.

"An Act to provide for the proper management of gaols, and for the organization, management and discipline of the provincial police force." Hon. Attorney-General.

### PROVINCIAL ELECTIONS ACT.

The House went into committee of the whole on the Provincial Elections Act, Mr. Munro in the chair. The Attorney-General submitted an amendment defining the word Indian, it being defined as a person of full Indian blood and whose home is upon some portion of the Indian reserves. Mr. Hall offered an amendment to section 4, to the effect that women should be admitted to the franchise and suggested his amendment in a speech in which he strongly advocated the right of women to vote. He referred to the growing importance of woman's labor in the world of affairs, and how splendidly they were achieving things hitherto considered only within the scope of man's powers. Women were winning the highest positions in business, literature, learning, invention, etc., and he held that the presence of women in politics would have a purifying and uplifting effect.

Mr. Bowser said this was an old question in this House. It was a very serious question, and he would like to see all the representatives in their places when the vote takes place. He would be sorry to see this resolution carry.

The women themselves, he believed, did not want the franchise. A plebeiate of the provinces of the Dominion would grove this. He then went on to point out the disadvantage of female franchise; they might not only be voters, but candidates. He instance the case of a state in the United States where women were members of the state legislature. The women looked decidedly out of place there. He then spoke of the awkwardness of women in the early stages of a campaign, the primaries, the convention and other rough-and-tumble phases of provincial political campaigns. British Columbia, of all the provinces of the Dominion, should

notes. He advocated the division of the provinces into sections, the rural constituencies by themselves, and the urban constituencies. He was going to vote for the amendment.

Mr. Haworth condemned the requisition system and said that if a requisition was signed by workingmen it would cost most of them their places. The clause was allowed to stand over by consent of all parties.

Mr. Paterson advocated that very decided steps should be taken to see that no one should be allowed to vote who had not paid his revenue tax. The workingmen had to pay this tax as it was collected from them by stopping it out of their wages. All classes should be placed on an equal footing in this matter.

Hon. Mr. Wilson did not approve of this method. Doubtless it was more satisfactory in collecting this tax, the most obnoxious of all taxes, because a direct personal tax. The method of refusing the vote to delinquent taxpayers had been tried and it failed. The principle was wrong.

Mr. Drury moved to amend sub-section 5 of section 129 so that returning officers should send whether requested or not, to each candidate certificates of the number of ballots given for each candidate and the number of rejected ballots.

The Attorney-General objected on the ground that the suggestions made were quite unnecessary. The request for such a certificate was seldom or ever made. He could not see the need for such amendment; the matter was quite fully covered in the subsection as it stood.

He agreed with the opposition speakers that the women of the province had to marry and live with those debased male voters, would it degrade them any further to go to the polls and vote with white.

Mr. Parker Williams (Socialist), the father of the Socialist party knew of instances where women who had their ballot paper on the floor of this House with any man in it, without exception.

Nanaimo was one of the hottest political spots in British Columbia, taking second place to no other place in the province for red-hot political campaigning, and the ladies there took a very active part in the political affairs of the country. He was quite in sympathy with the amendment.

Mr. Paterson had yet to learn that it was the wish of the women of British Columbia to vote. If the women did not desire to vote why thrust the vote upon them? This province was suffering now from too much legislation. It would be the duty of the government to exact no revenue tax before a voter is allowed to cast his ballot. If a petition largely signed by the women of British Columbia were laid before the House asking the vote he would then believe that the time had come when the legislature should consider the matter in a very serious manner.

Mr. Davidson was in sympathy with the amendment. He was certain the adoption of this amendment would be a step in the right direction.

The Premier said that since he had sat in the House this matter had come up on four different occasions and all had been defeated. Once, very fine speech had been made by one member, having gathered his inspiration from Sir Wilfrid Lawson, the English champion of the female franchise; hon. members could find in the British Hansard his speech in which they would find abundant material, many cogent arguments for this cause. But the Imperial parliament had not seen fit to adopt any franchise.

In reply to Mr. Wells Hon. Mr. Green said the charges had been submitted to Mr. Rattenbury, but that he had had no chance at the inquiry to meet and refute them.

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